

Getting Started 2024



**ELKCC**

**EASTERN LIONS  
KART CLUB**

The Home of the  
**Junior Sprint Classic**

1005 Seymour-Tooborac Rd,  
Hilldene  
Victoria 3660

# WELCOME TO EASTERN LIONS GO KART CLUB (ELKC)

## The Club

ELKC is an incorporated Karting club managed and operated by volunteers. ELKC's main aim is to provide its members with first class sprint kart racing facilities which are safe for drivers, pit crew and their families. It's growth and improvement depends on the involvement and commitment of it's members. ELKC encourages all members to become more involved in the club rather than just racing. Open meetings take a great deal of organisation and assistance from the members to ensure they run successfully and profitably. The track and grounds are maintained at working bees. The more people who attend working bees and assist the faster the work gets done and shortens the length of time the track is closed. Every member is expected to attend at least one working bee per year. The Club's growth and the tracks improvement is your responsibility as a member.

## Track Access and Guidelines

The racing complex is available to members most days between 9 am to 5 pm except **Wednesdays, ANZAC Day, Mother's Day, Christmas Day and New Year's Day which are classified as Noise Free days.** Karter's breaching the Council Regulations may be fined for breach of contract and/or club memberships withdrawn.

To use the ELKC Racing Complex you must be a financial member of ELKC, hold a current Karting Australia/CAMS licence and observe the ELKC rules and regulations. Your kart and safety equipment must comply with relevant rules stated in the current Karting Australia Manual ("KA Manual") which can be found at: <https://www.karting.net.au/administration/rules>. A person who holds a Karting Activity Controller's Licence (KAC) or a Senior Race Official's Licence of any Grade (4, 3, 2, or 1) must be always present during any recreational social karting activity.

Lost or damaged keys must be reported immediately to the membership secretary, a fee of \$20 is payable for a replacement.

Locks and keys are changed annually. New keys are issued on an exchanged system when memberships are renewed. A \$20 charge applies for keys not returned when new keys are issued.

Members agree to abide by the following.

- KA Manual
- Karting Victoria 2024 Victorian State Regulations
- ELKC Incorporation Rules
- ELKC Rules and Regulations, as amended from time to time and available for viewing and / or downloading from our website.

## Canteen and Viewing Areas

ELKC features excellent clubroom facilities with a magnificent, sheltered viewing area over the track. The clubrooms incorporate a canteen which supplies a variety of hot and cold foods and Saturday night dinners on race weekends. Canteen opening hours

- Saturday – 11 am to 9 pm.  
(dinner bookings are essential at the canteen)
- Sunday - 7:00 am to finish.

The complex features excellent open viewing areas. A children's under 12 playground is provided for your child's enjoyment. Please make sure an adult is supervising your child when using the playground at all times.

## Club Membership Fees for 2024

Type	Fee	Description
1. <b>FAMILY</b>	\$280.00	2 Adults & any number of children residing at the same address.
2. <b>SENIOR</b>	\$240.00	Single membership (Holds a Senior Licence)
3. <b>JUNIOR</b>	\$175.00	Single membership (Holds a Cadet or Junior Licence)
4. <b>VINTAGE</b>	\$150.00	Vintage Kart Licence Holders only
5. <b>SOCIAL</b>	\$110.00	Any age, Non karting licence holder (cannot drive a go kart)

### Other Fees & Charges

Type	Fee
1. <b>TRACK GATE KEY</b>	\$20.00
2. <b>CLUB RACE ENTRY FEE</b>	\$65.00
3. <b>SECOND CLASS ENTRY FEE</b>	\$55.00
4. <b>CAMPING FEES</b>	\$300.00 per year

### Karting Victoria Licence Fees

Type	Fee
1. <b>COMPETITION LICENCE (NEW)</b>	\$400.00
2. <b>COMPETITION LICENCE (RENEWAL)</b>	\$385.00
3. <b>E GRADE (RECRATIONAL) LICENCE</b>	\$175.00
4. <b>VINTAGE LICENCE</b>	\$100.00
5. <b>KARTING ACTIVITY CONTROLLER (KAC) LICENCE</b>	\$25.00

### Applying for a Licence

You can apply for a Karting Australia licence and membership through the Licences and Entries section on the Karting Australia website, <https://portal.karting.net.au/>. Please ensure you have a headshot photo and minors under the age of 18 yrs will require a birth certificate to upload during the licence application process.

### Licence Categories

#### **Cadet 9**

- a) From age 6
- b) A Driver must be a minimum of 7 Years old to Compete
- c) Maximum Age: Date of 10th birthday
- d) A Driver between the age of 6 and 7 years is permitted to practice at Club level only

#### **Cadet 12**

- a) Minimum Age: Year of 9th birthday
- b) Maximum Age: Date of 13th birthday

#### **Junior**

- a) Minimum Age: Year of 12th birthday
- b) Maximum Age: Date of 16th birthday

#### **Senior**

- C, B and A Grade - From the date of a person's fourteenth (14th) birthday and over.
- E and D Grade - From the date of a person's fifteenth (15th) birthday and over.

**E Practice** - 6 years of age and up. Issued for social and recreational karting only. Drivers aged 7 years or older can compete in one club day race meeting per year.

### **Cadet Licence - Additional Safety Training requirements for first time licence applicants**

A Cadet aged Driver must be registered for and participate in at least eight (8) Karting Activities of no less than 1 hour duration on a KA licenced track prior to undertaking an ODS. During the registration process for a Karting Activity, a Cadet Log Certification is to be requested in KOMP.

At all times while the Driver is participating in the required Karting Activity, they must be supervised by either:

1. A Parent who is the holder of a Participants License; or
2. A person who is 18 years of age or older who is the holder of a racing licence issued by
3. or recognised by KA; or
4. A driving instructor/coach who is recognised by KA.

### **Karting Activity Controller (KAC) Licence / Officials Licence**

To register for a KAC Licence email KA with your request at [officialsacademy@karting.net.au](mailto:officialsacademy@karting.net.au). KA will send you a link and login code to complete the online core units, you must also apply for a Working With Children's Check in your state. Once you have completed the core units and have your WWC, register via "Applications" in your KOMP portal.

### **Participants Licence**

If a Driver is under the age of eighteen (18) years old, a parent or guardian must apply for a Participant Licence. A Participant licence can be applied for on the Karting Australia website <https://portal.karting.net.au/> and has no fees attached.

### **Classes**

The sport of Karting has classes that caters for all ages, weights, and experience levels. The classes below are run at majority of Karting Victoria race meetings. Series and State Championship classes are indicated below.

To help distinguish the different licence levels when at the track Senior drivers use a black number on a yellow number plate, Junior drivers use a black number on a white number plate and Cadet 9 & 12 drivers use a red number on a white number plate. E Practice and D grade licence drivers must also display a "P" plate on their kart at all times.

### **INTRODUCTORY CLASSES**

6-9 Years	Cadet 9	Two Stroke	Air-cooled Vortex Mini Rok [restricted]	7.6	Maxxis KA Cadet	Medium
9-12 Years	Cadet 12		Air-cooled Vortex Mini Rok	10		
12-15 Years	KA3 Junior		Air-cooled IAME KA100 [restricted]	16	Le Cont LH03 is	
15 Years +	KA3 Senior		Air-cooled IAME KA100	22		
15 Years +	Restricted 125		125cc water-cooled two-stroke	22		
15 Years +	Senior 4SS			10		

### **THE NEXT LEVEL OF KARTING**

After developing basic karting skills in the introductory classes, junior and senior drivers can graduate to more powerful karts/engines should they desire.

For junior driver, the higher levels of karting include classes such as the elite KA2 class.

For the senior driver, the higher levels of karting include the TaG 125 class that utilises unrestricted 125cc water-cooled engines such as IAME X30, PRD Galaxy, Vortex Rok GP, Rotax 125 and the elite KZ2 Gearbox Class.

### Cadet 9

The purpose of this class is to teach young people to drive karts of restricted performance at a limited cost. Competitors use a 60cc two stroke engine such as a Vortex Mini Rok fitted with a restrictor plate or Comer SW80 engine with a clutch. Drivers aged 6 are only allowed to practice and, drivers must be 7 years of age or older before they are able to compete in a race.

Weight: minimum kart and driver Comer 90kg / Vortex Mini Rok 100kg

### Cadet 12

Using the same principal as the Cadet 9 class the Cadet 12's use a 60cc two stroke engine such as a Vortex Mini Rok (unrestricted)

Weight: minimum 110kg (kart + driver)

### KA3 Junior

KA3 Junior Light class and KA3 Junior Heavy class

IAME KA100 (fitted with a restrictor)

Weight: minimum 132kg Light, 150kg Heavy (kart + driver)

### KA3 Senior

KA3 Senior Light/Medium/Heavy class

IAME KA100 engine.

Weight: minimum 150kg Light, Medium 170kg, 190kg Heavy (kart + driver)

Max weight of kart in Seniors Med/Heavy = 97kg.

### 4SS Senior

The development and Homologation of "Factory Sealed" 4 Stroke engines resolves many of the technical compliance issues so as to allow 4 Stroke engines to be used in Club Competition and Social Karting activities encompassing the traditional sprint racing format with the underlying principle of fostering greater participation in the sport. For the avoidance of doubt, the 4SS Class is considered to be an introductory Class and as such is restricted to use solely in Social Karting and Club Karting Competition and a single State Trophy Event in each State unless and the Ultimate Club Racer event otherwise approved by KA.

Light 140kg, Medium 155kg, Heavy 170kg

### TAG 125 Restricted (Rotax, IAME X30, Vortex Rok GP)

Caters for entry level competitors using push button or key start engines such as the Rotax MAX, X30 and PRD Galaxy engines fitted with a restrictor plate. The engines used in these classes are watercooled and are fitted with a clutch and provide an easy step from beginner into the more powerful 125cc Open categories.

Weight: *Light* 160kg, *Med* 180kg, *Heavy* 200kg.

### Victorian Combined Masters (State Class Only) (40+ years)

This Division is in accordance with the TAG 125 Restricted Class Rules

Weight: IAME KA100): 168kg, All other engines: 175kg

### TAG 125 (Rotax Max 125, IAME X30, PRD Galaxy, Vortex Rok GP)

The TAG classes cater for push button or key start engines such as the Rotax MAX, IAME X30 and PRD Galaxy engines. The engines used in these classes are water-cooled and are fitted with a clutch.

Weight: *Light* 160kg, *Heavy* 200kg.

**Class weights are subject to changes, refer to the KARTING AUSTRALIA KA Manual under Class Rules.**

## Club Day Race Meeting Timetable

Club race meetings must be run to a tight schedule to fit all races into the day. Most events will be run according to the following schedule:

Day	Session	Time
Saturday (prior to race day)	Uncontrolled Practice	9 am to 5pm
Sunday (race day)	Gates open Controlled Practice/Qualifying Drivers Briefing Racing	7:00 am to 7:30 am 8:00 am 9:15 am 9:30 am onwards

### Scrutineering

All karts must always during practice and race events comply to the Scrutineering and Kart Formula requirements outlined in the current KA Manual. All Safety equipment/rules must be adhered to, and a completed KA Scrutineering Form must be submitted online at the time of entering the event.

Your kart racing number must be clearly displayed in accordance with the kart formula in the current KA Manual.

### Transponders

Each Competitor must have a functioning MYLAPS compatible timing transponder fitted to their kart for the purpose of timing during each competition race. Each Competitor will at all times be responsible for the correct fitting, maintenance and operation of the transponder.

### Protective Clothing

General requirements applicable to drivers always whilst engaged in the act of operating a Kart and as set out in the KA Manual must be adhered to.

- **Helmet** – Must be of the full face type and not exceed 10 years from manufacture date.
- **Driving Suit** – Must be a one-piece garment which is worn as an outermost layer. It may be constructed of a single layer or multiple layers and is designed to entirely cover the wearer except for the head, hands and feet. Must have full length sleeves and trousers of which the ankles and cuffs must be close-fitting. Must be adequately secured at the neck, wrists and ankles.
- **Gloves** – One piece item of protective equipment that must cover the hand entirely, extending part way up the arm. Must be securely fastened at the wrist. Must provide full finger protect. Must be resistant to abrasion.
- **Shoes** – Must cover the whole foot and extend above the ankle. Must be securely fastened. Must be resistant to abrasion.
- **Rib Protectors** - are mandatory for all Cadet and Junior Drivers
- **Neck Braces and chest protectors** - are recommended for all Drivers
- **Ear Plugs** - are recommended for all Drivers

Long hair must be securely retained with a hair net, hood, balaclava or driving suit. All safety equipment should meet the standards set in the current KA Manual.

## Karting Terms

**Chief Steward** - The Official who has the highest authority at an Event to enforce compliance with the Rules.

**Clerk of Course** - The Official(s) responsible for the general conduct of the Event in accordance with the Rules. Should a Driver wish to lodge a protest, they are to do so by approaching a Clerk of Course.

**CMS** - Karting Australia's Competition Management System is commonly referred to as the CMS system. After obtaining a Licence, drivers are provided with a log in to the system that allows them to update their details and pre-enter Events.

**KOMP** -Karting Online Management Portal (NEW) will be introduced during 2023 and will superseded CMS.

**Control Fuel** - The Supplementary Regulations may state that only fuel from a specific Service Station is permitted to be used.

**Cut Through** - A shortened circuit used at Club Events sometimes used during the Formation Lap. If to be used, it is advised during the Drivers Briefing and there are instructions provided to Drivers.

**DNF** - An acronym for Did Not Finish the Race

**DNS** - An acronym for Did Not Start the Race

**DSQ** - An acronym for Disqualified

**Drivers Briefing** - At every Event, just like in other forms of motorsport, there is a Briefing for the Drivers to provide specific information from the Senior Officials. At Club Events, this Drivers Briefing is generally conducted prior to the start of the day's on track action and held on the Out Grid, Clubrooms or over the PA system.

### Formation Line -



The red line painted on the circuit. This line indicates the point on the track when a Driver is required to be in their correct position prior to the start of a race. Once you have passed this line after the first roll around lap you must stay in this position and not overtake any other karts

### In-Grid -



The In-Grid is a fenced off area where the Drivers returns after completing their on-track session. If directed by an Official, drivers (with their karts) will need to be weighed in this area before leaving, to ensure compliance with the rules.

**KA** - Karting Australia

### Minimum Weight (Scales)



Each Class will have a minimum weight that a Driver must comply to when weighed with their driving equipment and kart. The checking of this weight is completed at the Scales located in the In-Grid at the completion of the race. **Never drive on to the Scales**



**Notice Board** - Every Track will have an Official Notice Board where information such as results, grids and other relevant information surrounding the event will be posted.

**Out-Grid** - The Out-Grid or 'Dummy Grid' is a fenced off area where the karts are taken to get ready to go on track.

**Pre-Entry** - It is common for Events to require entry prior to the day of the Event. Entry to the majority of Club Events close in the few days prior to allow for the Club to plan the schedule. Entry is completed on Karting Australia's Competition Management System (CMS).

**Race Format** - The Supplementary Regulations will outline the Format of Racing for the Event. Each Event can be different, whether the grid positions are decided by a random draw, qualifying or points from previous races in the Event.

**Race Control** –



Also referred to as the Tower. The building generally located adjacent to the Start/ Finish line, where the Senior Officials and Timing Officers manage the Event.

**Race Order** - The order in which each Class will take to the Track during an Event.

**Scrutineering** - At every event, each Driver is required to provide confirmation that their kart and equipment complies with the Karting Australia rules. This is conducted by completing a Scrutineering Form.

**Stewards Room** –



A room where Drivers are required to report to if they have breached the rules to meet with the Officials of the Event.

**Supplementary Regulations** - An official document that is supplementary to the Karting Australia National Competition Rules that contains specific information for an upcoming event.

**Tech** - Also referred to as the Scrutineering Area or Parc Ferme. An area dedicated to the checking of karts and engines with compliance of the rules.

**Transponder** - Every kart is required to be fitted with a MYLAPS transponder so that a Driver's results can be recorded. A transponder can be purchased online at [www.mylaps.com](http://www.mylaps.com)

**Weight** - Also referred to as Ballast or Lead. To ensure compliance with the minimum weight for the Class, Drivers are able to bolt lead weights to their seat in accordance with the Rules.

**Karting Activity** - Means any non-competitive activity that is conducted under an Organising Permit and insured by KA's Insurance program, including but not be limited to an Organised Social Karting activity under these Rules, which for the avoidance of doubt shall include but not be limited to General (Private) Practice, Training, Bring A Mate, Come and Try, Junior Sprockets and Junior Sprockets Plus sessions under these Rules.

**Karting Activity Controller (KAC)** - Means a person who holds a Karting Activity Controller's Licence (Level 5) or a Senior Race Official's Licence of any Level (4, 3, 2, or 1) issued by KA and whose name has been advised to the relevant State Karting Association ("SKA") in accordance with Article 2 c) Appendix 1 to the National Competition Rules ("NCR") and who is in control of a Karting Activity in accordance with Appendix 1.



# Karting Flags

Communication to drivers on a kart track is via safety flags and lights. These flags are like those used in many other forms of motorsport. Detailed below is a summary of many of the flags used in Karting Australia events.

	GREEN FLAG All Clear. It can also be used if necessary, to signal the start of warm up laps or practice sessions
	GREEN WITH YELLOW CHEVRON FLAG Restart. Reform on Track. To be used by the Starter and / or Clerk of the Course in the event of an error of judgement by the Starter.
	RED AND WHITE CHEQUERED FLAG Removed from use.
	YELLOW FLAG A signal of danger ahead. Reduce your speed, do not overtake. There is a hazard ahead. Overtaking is not permitted between the first yellow flag / light and the next operational flag point that is not displaying a yellow flag/light.
	BLUE FLAG Signifies that you are about to be lapped by one or more Competitors. On receiving this flag / light, you may continue with your race and hold your normal race line but allow any overlapping Kart/s to pass unimpeded.
	RED FLAG All racing must cease. No overtaking is permitted. Drivers will indicate by raising their arm and return to the grid area designated in Supplementary Regulations and/or advised in the Drivers Briefing at a greatly reduced speed and in a safe manner being prepared to stop on Track if necessary.
	BLACK AND WHITE WITH DIAGONAL JOIN Displayed together with a panel upon which the Driver's Kart number is displayed to the Driver concerned, it indicates that the Driver is being observed for unsportsmanlike behavior. The Driver must report to the Clerk of the Course or Steward immediately after the race.
	BLACK AND ORANGE FLAG This flag is displayed together with a panel upon which the Competitors' Kart number is shown to inform the Driver concerned that their Kart may have a mechanical /safety problem or does not comply with the Rules. The Driver must return to the mechanical breakdown lane / in grid safely, prior to or immediately following completion of the next lap.
	BLACK FLAG Displayed together with a panel upon which is shown the Kart number. Such signal indicates that once a Driver receives the black flag if they are to return the in grid safely, prior to or immediately following completion of the next lap. The Driver may not re-enter the race.
	BLACK AND WHITE CHEQUERED The display of the black and white chequered flag will determine the end of the race. The race finishing order will be as Karts cross the Finish Line on the lap when the black and white chequered flag is displayed. Drivers' must remain seated in the normal driving position in their Kart upon entering the In Grid at the completion of a session until a direction to exit their Kart is given by an Official. A Driver who leaves their seat before the instruction to exit their kart is given may receive a penalty.

*Keep informed on the latest club news, important dates and working bee's.  
Working bees are a great way to meet other members and get more involved in your club.*



## ELKC CONTACTS

Contact	Name	Email	Phone
President	Steve Pegg	elkcpresident@gmail.com	0438 570 755
Vice President	Justin Paragreen	elkcvicepresident@gmail.com	0434 312 758
Secretary	Gail Cherry	elkcsecretary@gmail.com	0411 218 208
Treasurer	Warren Johns	elkctreasurer@gmail.com	0409 518 275
Membership Secretary	Cherie Paragreen	elkcmembersecretary@gmail.com	0409 655 207
Race Entry Secretary	Don Rossell	elkcraceentry@gmail.com	0408 297 112
VK Delegates	Justin Paragreen Steve Taylor	elkcvkadelegates@gmail.com	0434 312 758 0448 197 555
Track Safety Officer	Michael O'Brien		
Club Safety Officer	Steve Taylor		0448 197 555
Track & Grounds	Michael Jenkins, Steve Pegg, Steve Taylor, Justin & Jaylen Paragreen, Ross Harrod, Kurt Meyer, Jason Lee, Andrew Humphrey	elkctrack@gmail.com	
Race Committee	Justin Paragreen, Sarge Wilson, Steve Taylor, Lisa Jones, Jason Lee, David Thomson, Mark Covalea, Danny Lord, Ian Branson	elkcracecommittee@gmail.com	
Race Administration	Ross Harrod, Lorraine Cubbins Don Rossell, Sarge Wilson, Lisa Jones		
Trophies	Michele Pegg	elkctrophies@gmail.com	0407 331 476
Member Protection Info Officer / Child Safety Contact	Jo Jenkins	elkcmpio@gmail.com	
Social Media	Michele Pegg, Cherie Paragreen		
Website	Braden Clark	elkcwebsite@gmail.com	
Marketing & Promotions	Warren Johns, Cherie Paragreen, Michele Pegg, Jo Jenkins, Trish Lord, Michelle Riddell, Don Rossell, Gail Cherry		
Catering	David Thomson, Stuart Drysdale, Michael & Julie O'Brien, Frank Kessels, Justin & Jaylen Paragreen, Jo & Michael Jenkins, Michelle Riddell, Paul & Josh King, Ross Harrod, Michele Pegg	elkccanteen@gmail.com	